

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A pneumatic tire comprising  
a tread portion,  
a pair of sidewall portions,  
a pair of bead portions each with a bead core and a bead  
apex therein,

each said sidewall portion provided on the outer face  
with means of escaping air between the tire and a mold for  
vulcanizing the tire,

said means comprising

a circumferentially extending, axially outwardly  
protruding vent emboss line disposed adjacently to a radially outer  
end of the bead apex and

a circumferentially continuously extending vent  
groove adjoining the radially outside of the vent emboss line,

wherein a radial distance of the vent emboss line from  
the radially outer end of the bead apex is in a range of from +3 mm  
to -10mm,

the sidewall portions each provided with a lower sidewall  
region having a substantially straight profile in a tire meridian  
section and extending radially inwardly from a position (b)  
radially inside the maximum tire section width point towards the  
bead portion to a position (c) wherein the position (b) is at a

radial height (Hb) in a range of from 85 to 98% of the radial height (H) of the maximum tire section width point, and the position (c) is at a radial height (Hc) in a range of from 30 to 50% of said radial height (H), and

said vent emboss line and vent groove disposed within said lower sidewall region so that a part of the lower sidewall region having a positive extent is left on the radially outside of said vent groove and the radially inside of said vent emboss line,

the vent groove having a width in a range of from 5 to 10 mm and a depth in a range of from 0.15 mm to 0.5 mm from the straight profile, and

the vent emboss line having a protruding height in a range of from 0.3 mm to 2.5 mm from the straight profile.

2. - 3. (Cancelled)

4. (Previously Presented) The pneumatic tire according to claim 1, wherein the bottom of the vent groove is substantially parallel to the straight profile of the lower sidewall region and is provided with emboss marks.

5. - 6. (Cancelled)

7. (Previously Presented) The pneumatic tire according to claim 1, wherein

a circumferentially extending vent emboss line is disposed at the radially inner edge of said lower sidewall region.

8. (Previously Presented) The pneumatic tire according to claim 1, wherein

a circumferentially extending vent emboss line is disposed at the radially outer edge of said lower sidewall region.

9. - 10. (Cancelled)

11. (New) The pneumatic tire according to claim 1, wherein the bead apex is made of hard rubber having a hardness of from 68 to 90 when measured in the tire radial direction with a type-A durometer according to Japanese Industrial Standard K6253.

12. (New) The pneumatic tire according to claim 1, wherein the bead apex extends radially outwardly from the bead core while tapering toward its radially outer end, which is positioned at a radial height (H3) in a range of from 60 to 80% of the radial height (H) of the maximum section width point of the tire.

13. (New) The pneumatic tire according to claim 1, wherein the sidewall rubber thickness (T1) measured from the radially outer end of the bead apex to the tire outer face normally thereto is in a range of from 2.5 to 6.5 mm.

14. (New) The pneumatic tire according to claim 12, wherein the sidewall rubber thickness (T1) measured from the radially outer end of the bead apex to the tire outer face normally thereto is in a range of from 2.5 to 6.5 mm.

15. (New) A pneumatic tire comprising  
a tread portion,  
a pair of sidewall portions,  
a pair of bead portions each with a bead core and a bead apex therein,

each said sidewall portion provided on the outer face with means of escaping air between the tire and a mold for vulcanizing the tire,

said means comprising

a circumferentially extending, axially outwardly protruding vent emboss line disposed adjacently to a radially outer end of the bead apex and

a circumferentially continuously extending vent groove adjoining the radially outside of the vent emboss line, wherein a radial distance of the vent emboss line from the radially outer end of the bead apex is in a range of from +3 mm to -10mm,

the sidewall portions each provided with a lower sidewall region having a substantially straight profile in a tire meridian section and extending radially inwardly from a position (b) radially inside the maximum tire section width point towards the bead portion to a position (c) wherein the position (b) is at a radial height ( $H_b$ ) in a range of from 85 to 98% of the radial height ( $H$ ) of the maximum tire section width point, and the position (c) is at a radial height ( $H_c$ ) in a range of from 30 to 50% of said radial height ( $H$ ), and

said vent emboss line and vent groove disposed within said lower sidewall region so that a part of the lower sidewall region having a positive extent is left on the radially outside of said vent groove and the radially inside of said vent emboss line,

the vent groove having a width in a range of from 5 to 10 mm and a depth in a range of from 0.15 mm to 0.5 mm from the straight profile, and

the vent emboss line having a protruding height in a range of from 0.3 mm to 2.5 mm from the straight profile, wherein the bead apex is made of hard rubber having a hardness of from 68 to 90 when measured in the tire radial direction with a type-A durometer according to Japanese Industrial Standard K6253.

16. (New) The pneumatic tire according to claim 15, wherein the bead apex extends radially outwardly from the bead core while tapering toward its radially outer end, which is positioned at a radial height (H3) in a range of from 60 to 80% of the radial height (H) of the maximum section width point of the tire.

17. (New) The pneumatic tire according to claim 11, wherein the sidewall rubber thickness (T1) measured from the radially outer end of the bead apex to the tire outer face normally thereto is in a range of from 2.5 to 6.5 mm.

18. (New) The pneumatic tire according to claim 16, wherein the sidewall rubber thickness (T1) measured from the radially outer end of the bead apex to the tire outer face normally thereto is in a range of from 2.5 to 6.5 mm.